



OCT 2021



Next Chapter Meeting
ZOOM Oct 30th, 9:00 AM

VMC ZOOM – Oct 28th, 7:30 PM

PRESIDENT:	Steve Tilford	skyguy@stc-inc.net
VICE PRESIDENT:	John Weber	ransfly@aol.com
	+ Youth activities + VMC ZOOM (Visual Meteorological Conditions)	
SECRETARY:	Joan Luebbbers	joanluebbbers@gmail.com
TREASURER:	Greg Nilsen	teg1mi@yahoo.com
DIRECTORS:	Jim Goodspeed	jimgoodspeed@gmail.com
	+ PR	Ted Luebbbers
	+ Activities	Paul Adrien
	+ Young Eagles	Jodie Soule
	+ Newsletter	Marty Harris
		Dale Cornelius
	+ PR-city affairs	Joel Hargis
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WEBSITE:	Laura Vaughn	ljb3660@hotmail.com
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	Ray Scholarships	Gretchen Crecelius
		gcrecelius@cfl.rr.com

President's Message

October! A month I look forward to, because it's going to get cooler somewhere along the way to November and it's time for Tweety Bird's condition inspection. Being able to open up the house and not feel like it's the inside of a convection oven is a very welcome change and so is the chance to have a really good look at the airplane and see what's been happening out of normal preflight sight during the last year. I'm happy to report that no serious problems showed themselves this year, but what about wire harness clamps, chafing corners, sensor settings and calibrations, brake pads, cylinder compressions, dirty plugs, and a raft of other things we don't check at a detail level during our normal preflight once-overs. This is the chance to find the things that might go wrong but haven't yet. I follow a 6 page list I found on the Van's blog and system by system it takes me all over the plane. Loose screws, covers, connections, fittings, etc., all get a good look with the idea they'll be fine for another year without much worry. Things get cleaned, greased, lubed, torqued, touched up, adjusted and whatever else they need to get right and stay right. Whether your aircraft needs a condition inspection or annual, take the time to find the problems, determine what to do about them and do so in the proper manner. Your aircraft will thank you for it by safely performing as it should and the pilot will too, for not thinking about what he or she didn't do about something. Keep a running squawk sheet of any items that are not up to speed for some reason. Some of those things may have been getting deferred for a while, so take the time to zero out your squawk list then start a new one. No doubt there will be enough on it by the time the next yearly exam comes up. And don't forget to do a doubly good preflight after this maintenance just like you would if you picked the plane up at a shop where someone else did the work. We're all human and we all make mistakes sometimes. Double checking your work or someone else's work on your aircraft isn't an insult, it's just being safe.

Steve

CHAPTER ACTIVITIES

- 10/28 VMC, 7:30 Zoom
- 10/30 Chapter Mtg, 9:00 AM ZOOM only
- 11/20 Chapter Mtg, 9:00 AM ZOOM only
- 12/11 Potential Chapter Christmas party/meal Admn Building
- 1/8/22 Mooney Lunch
- 1/22/22 Villages Aviation Club Lunch
- ??? YE Flights most likely January

Flying Quote

Not every flying hero has a cape!

Michael Jordan

EAA Chapter 534 General Membership Meeting Minutes, SEP



September 25, 2021

Attendance: John Weber, Steve Tilford, Joan Luebbers, Ted Luebbers, Lee Helfer, Marty Harris, Paul Adrien, Penny & Ray, Marc Morel, Alaric Schulte, Maria Distefano, Jim Waymire, Chloe, Stan Carpenter, Dale Cornelius.

Ray Scholarship: Our Ray Scholarship winner was unable to finish the training, so the remainder of the scholarship funds were transferred by EAA National to Chloe who has already passed the written exam and has soloed. She will post on the Chapter's Instagram Account to get the required articles for a free headset. She will fly with Joel Hargis today to get experience with radio work.

Minutes: The minutes were approved as presented. M/S/P.

Treasurer's Report: The treasurer gave the report which was accepted as given. M/S/P. There are 95 dues paying members.

Projects: 701. There are a few items left to be done.

SeaRay. Quick drain to be moved.

Aircamper Near to putting on the leading edge piece.

2 Thatchers The planes and materials will leave the hanger to go to another EAA chapter.

Flying Club: No update.

Speakers: Paul Adrien reported he has available speakers on a variety of topics available after Covid conditions make it unnecessary to meet via Zoom.

New Business: 601 planes: Two 601 planes have been offered to the Chapter. One is a tail dragger and has flown. The other is under construction. In addition, a Corvair engine and air compressor are available. Next Saturday Chapter members will pick up the donations.

Fly-In: Marty announced that Love's Landing would hold a fly in on Nov. 6.

Calendar: Oct. 30. General Membership Meeting. Zoom

Nov. 20. General Membership Meeting, Zoom

Jan. 8 Moody Lunch

Jan. 15. Villagers Club Lunch

Adjournment: 10:50 a.m.

Minutes submitted by Joan Luebbers, secretary

Notes:

1. EAA 534 Website now has “donate button” which can be used for donations and possible dues. Try it out!
2. Fly in restaurants/events: *(always call first)*
 - a. **Olive tree restaurant** Crystal River closed now closed Mondays
 - b. **Highjackers** at Flagler now closed Sunday and Mondays
 - c. Ocala new restaurant (**Elevation 89**) now open and very good
 - d. Oct 30th Williston EAA Pig roast AUCE
 - e. Nov 6th Annual fly-in Love’s Landing
3. **2021 dues are due** - \$20 make check out to EAA Chapter 534 **Mail to:** Greg Nilsen, 2856 Apache Ct, The Villages FL 32163
4. John Weber tells us about an easy way to help the chapter today. Any of us that shop through Amazon can help the chapter financially a little. Go to **smile.amazon.com** and search for **Mid Florida Chapter 534** Experimental Aircraft Association. Add this and shop through **smile.amazon.com** and the chapter will receive 0.5% of your purchase.
5. **Flying Club** Stan says the Flying Club(Squadron Aeronautics) is now looking for commitments (call John or Frank)
John Weber ransfly@aol.com 352-406-9726
Frank McCutcheon chiefnhang@yahoo.com 603-661-7035

Small Actions x Lots of People = Big Change

Help promote education and interest in aviation any donations are welcome.

Chapter 534 is a 501(c)3 organization

Donate



Ho Ho Ho! to all Chapter 534 Members,
It's not Christmas in July, but it's time for thinking ahead a bit to the holidays and whether, or not, the Chapter will have a Christmas party. The Chapter has reserved the airport admin building for Saturday, December 11th and needs to hear back from those of you that would like to get together. We're just in the beginning of planning but need to have an idea about how many people might attend.

Tickets would be in the \$20-\$25/person range and a seated dinner would be catered. Bring your own wine (no liquor please). Sodas, coffee and water would be provided. A \$5-\$10 max gift exchange is a possibility. Minimal Chapter business and a social evening. Estimate starting at 5 pm. As usual gentlemen, casual with long pants and collared shirts please. Ladies, as much dress up as you care to do. **21 signed up already?**

Please send your 'yes', along with any suggestions back to John.

Funding initiative for Squadron 534



UPDATE: Test flights in J. Weber’s plane shows unacceptable movement of the cover in this tough spot. So work still in progress at this time
BOD agreed to get involved as we get towards commercialization

MJH



“ATTITUDE”

From the “Safety Seat”

John H. Weber CFI-LS

I WANT TO TALK TO YOU ABOUT YOUR “ATTITUDE”

John H. Weber CFI-LS

Flying and instructing in Light Sport type aircraft, S-LSA and Experimental Amateur-built, I find them to be very “attitudinal”. My meaning of this is that most regimes of flight can be flown by the attitude of the aircraft without constant attention to the airspeed indicator. To me, this is particularly important in flying a stabilized final approach. Learning the “sight picture” of how your aircraft looks in the landing configuration will allow you to avoid chasing the airspeed on final approach. We all have our favorite configurations of our aircraft on landing - no flaps, some flaps, full flaps - that we will routinely set up and do. The time may come where you may lose your airspeed indicator in flight, but as you know how your plane looks in the landing phase this can reduce some of the stress. Been there, done that.



Take-offs can also benefit from this practice of learning your “sight picture”. As you will know how things look for your V_y climb-out, you can maximize your altitude gain without once again chasing the airspeed indicator.

Take-offs and landings are typically the most complicated phases of flight and anything we can do to simplify these will allow us to turn our attention to other portions of these endeavors. For those folks that I have worked with in getting their tail wheel rating, flying the attitude of the plane helps keep their head out of the cockpit and more ahead of the airplane. Flying is the second greatest thrill in life, landing is the first, so perhaps we can cut down on the thrill by simplifying a little.

So if I fly with you, I want to see some attitude!

Rotax 912 Series Engines

John H. Weber, Technical Counselor

The Rotax 912 series engines are becoming more and more common in the general aviation fleet of aircraft. This is particularly true of the Light Sport and smaller 1 and 2 seat Experimental Amateur-built aircraft. As I have been flying behind one for 20 years now, a 912ULS, I find them to be good, safe, economical engines. On a horsepower to weight basis, they are a very good choice for lighter aircraft. They will typically burn 4-5 gallons of fuel per flight hour. They do have a few quirks, though, that people should be aware of.



On preflight, the oil system must be “burped” to get an accurate measurement of the oil on board. These engines use a “dry-sump” system with an oil tank external to the engine, rather than having the oil in a pan on the engine. “Burping” is done prior to flight by rotating the propeller in the normal direction of travel until you can physically hear the oil gurgling in the oil tank. Normally, this is a very audible sound. NEVER turn the prop backwards, as this can introduce air into the lubrication system.

Most Rotax engines in service at this time have two carburetors, with each one feeding two cylinders. To get the smoothest performance, I advocate doing a pneumatic synchronization of the carbs at least yearly. I do mine during the condition inspection. This is not a hard procedure to learn and the cost is ball-park \$100-110. The hardest part is having someone you trust at the controls, while you are standing next to the running engine.

Fuel: The Rotax 912 engines are happier burning 93 octane premium auto fuel rather than 100LL. The lead in the 100LL tends to precipitate out in the gear box and sludge things up. With this in mind, if you are using auto gas, the recommended oil change interval is 50 hours, whereas, if using 100LL you should change the oil at 25 hours.

Oil: The Rotax will use a little different formulation of oil, not the usual Phillips 66 X/C or regular Aeroshell. The recommended oil is the Aeroshell Sport plus 4. This has been designed for the Rotax with the gear box in mind. If not that oil, high quality motorcycle oil can be used. You can find the specifications online.

Spark plugs: The motorcycle NGK plug is commonly used in the 912s. One BIG difference is that a heat sink compound should be used on the plug threads, not a small amount of anti-seize as is commonly used on Lycomings or Continentals.

Compression testing: Compression testing on brand L or C engines is typically done on a hot engine. As the Rotax is liquid cooled, the tolerances of the engine are much tighter and the compression test can be done on a cold engine. I still do mine on a warm engine though.

Liquid cooling: This is the area that a lot of people have problems with on the Rotax. They feel that it adds complexity to the installation. I feel that it keeps the engine temps more constant and reduces the chances of "shock cooling" the engine. The take-off temp of the engine is more predicated on the water temperature rather than the oil temperature. In some of the POHs I have read, when the water temp reaches 140 degrees, you are good to go. At this temp, my oil temps are barely coming off the peg.

Bottom line-The 912 series are a good engine for light aircraft, you just have to pay attention to their quirks. All documentation for Rotax engines can be found at the following link:

<https://www.flyrotax.com/services/technical-documentation.html>

Local AME list for FAA physicals

Stacy J. Berckes	111 WATERMAN AVENUE	LAKE	MOUNT DORA	FL	32757	352 735-3313
Bruce M. Weaver	3631 WEST BURLEIGH BLVD., US HIGHWAY 441	LAKE	TAVARES	FL	32778	352 742-0025
John Hocutt	280 FARNER PLACE	SUMTER	THE VILLAGES	FL	32162	302 475-7800
Carlos Rodriguez	2230 SW 19TH AVENUE RD	MARION	OCALA	FL	34474	352 237-4133
Thomas Chambers	1150 Spinner Lane	Seminole	Sanford	FL	32773	407 585-3756
Anita Gupta	3300 W. LAKE MARY BLVD. , SUITE 220	SEMINOLE	LAKE MARY	FL	32746	407 321-7111
Scott J. Redrick	582 SE 7TH AVE	CITRUS	CRYSTAL RIVER	FL	34429	352 564-8245
Thomas J. Gallagher	4701 NE 40th Terr	Alachua	GAINESVILLE	FL	32609	352 494-5336